EIGHTY YEARS OF REPUBLICAN GOVERNMENT IN THE UNITED STATES. By Louis J. JENNINGS. First American from the second London edition. 1mo. pp. 288. C. Seribner & Co.

This gentleman, for two years the American correspondent of The London Times has published this ok, to make, as he says, "the working men of these islands familiar with every detail of the American Government as it actually exists," and in his Preface, speaks of "the great opportunities afforded him for acquiring the information sought—the author's daily duties calling him into close intercourse with many of the most active public men of the country." The "workingmen" who accept the author's statements as facts, will learn some things that are entirely new on this side of the Atlantic, even if believed on the other. On page 254, Mr. Jennings informs his readers that New-England is divided into "five States," and on page 70 that "Territories are allowed to send two detegates to the House of Representatives." On page 111, the workingmen are informed that "in Illinois, &c., any person may vote, whether naturalized or not, if he has lived six months in a fixed perma nent residence;" the fact, however, being that in Illinois full citizenship is quired of aliens to entitle them to vote. Equally unfortunate is he in attempting to quote the Constitution, for on page 57 he tells his readers that if there is no choice of President by the electors, the House of Representatives chooses one from "the fire highest on the list," instead of three; and then adds, "in such an extraordinary election, one repre sentative from each State votes," a very awkward way of informing the workingmen that each State has one vote, to be decided by the majority of its delegation. Nor is he any more fortunate in his explanations of Americanisms. He says on page 125: Sometimes whole masses of men are transported from one district to another, a process which has been named after the inventor, gerrymandering." If he had not relied so implicitly on "the most active public men of the country," he would have learned that that process was called "pipe-laying," and that 'gerrymandering" refers to districting a State for Congressional purposes, so as to reduce the minority to the smallest possible number of representatives of their party-a totally different thing. His allusions to the Tenure-of-Office bill indicate that he must have known of that bill only from the President (who honored him once with an interview to explain his policy), and not from a perusal of the bill itself. He suys, page 52: "During the recess of Congress, a man proved to be guilty of theft or forgery may be in a public office, and the President be powerless to remove him until the Senate meet." Whereas, it is well known that, for any misfeasance or malfeasance, the President can suspend any officer till twenty days after the Senate again meets. But he returns to this subject again, when speaking of Cabinet Ministers, on page 66, declaring "by the Tenure-of-Office bill the President and the Senate combined could not dis place him." On page 236 he reiterates the charge against Senator Wade, based on his Kansas speech, adding in a note that Mr. Wade had never repudiated the sentiments; that "the editor of The New-York Times, a gentleman of high repute and charac ter," had verified the charges against him, and that "moreover, several persons present at the meeting testified to the reporter's fidelity "-the fact being that the Senator had, over and over again, denounced the statement as unjust and untrue, and that several Senators, who were with him, and heard the speech, testified over their own signatures to the unfairness of the report. The animus of the book can be inferred from the following extract, in regard to the negro, to be found on pages 268 and 209, and which needs no comment: "They turn him loose in the South that he may be a scourge to the people who strove to destroy the Government; they give him license, not because they love him, but because they

being contended for "chiefly by hungry place-hunters, or by the obscure and illiterate puppets of a faction," and those, referring to Congressional bribery, because they have been answered by The Athenaum. extracts from whose criticisms on this work-which ondemns as "one-sided and ungenerous,"-were embodied in a recent letter from our special correspendent at London. But we cannot omit adding one extract, giving us a heretofore unpublished remark of our Secretary of State to this correspondent of our bitterest enemy abroad, The Times.

wish to avenge themselves upon his masters." &c., &c.

We pass over his allusions to the Executive office

On page 36, he says, "Mr. Seward, a man of unrivalled information upon the machinery of his own Government, once said to me, 'We elect a king for four years, and give him absolute power, within certain limits, which after all he can interpret for himself." Such, certainly, was not the opinion of the millions who, for years labored to elect Mr. Seward to the office which he thus describes. And although he, after this conversation, publicly asked the people "whether they wished Andrew Johnson for President or King " (evidently the same idearising in his mind), the people answered so plainly that the world could hear, and by legislation as well as by the ballot-box, "We do not like him for President, and we will not have him for King."

BOOKS OF THE WEEK.

The Huguenot Family, by SARAH TYTLER, An attractive story of French character and household life in a foreign land, is reprinted by Harper & Brothers.

A new edition of The Resources of California, by JOHN S. HITTELL, a piquant and valuable work on all | Legislatures. the details of California life, is published by W. J. Wid-

We have received from T. B. Peterson & Co. Christmas Stories, Dombey and Son, and Martin Chuzzlewit, In their cheap and convenient edition of Dickens for the

million. Home Twilight Stories is a series of juvenile tales, in four volumes, printed and bound in uniform style, but each volume complete in itself, presenting use

ful illustrations of boy and girl every-day life, published by Gould & Lincoln. The Third Part of Good Stories (Ticknor & Fields) has contributions from Zschokke, Hawthorne, Fitz-James O'Erien, and others, of a character appropriate to

the holiday season. Zschokke's name is misspelt on the Rome and the Popes, translated from the Ger-

man of Dr. KARL BRANDES by the Rev. W. J. WISEMAN, a Roman Catholic essay, affirming that the supreme temporal power in Rome is annexed forever to the Papacy. so that the Pope is the perpetual legitimate sovereign of Reme, is republished by Benziger Brothers.

Fighting the Flames, by R. M. BALLANTYNE, a work of fiction founded on fact, and Illustrative of the working of the London Fire Brigade, is reprinted from the English edition, by J. B. Lippincott & Co. It is a narrative of daring adventure, almost equaling the gallast exploits of the New-York firemen.

Short Studies for Sunday-School Teachers, by CHARLES S. ROBINSON, D. D. (Wynkoop & Sherwood), is the title of a small volume consisting of a series of familiar addresses originally delivered from the pulpit on Sunday atternoon. They present the leading traths of religion in a sample form, with copious Scriptural illustrations, furnishing many valuable suggestions with regard to religious education.

The Story of My Childhood, translated from the French of Masinine J. MICHELET, by MARY FRAZIER CURTIS, and published by Little, Brown, & Company, is a charming piece of autobiography, by the wife of the celebrated French historian and essayist. It relates the history of her early days in a rural quarter of France, and presents many agreeable pictures of French domestic life

in a singulariy attractive style. Child-Pictures from Dickens (Ticknor & Fields), is a selection from the various novels of the author, of the episodes especially associated with children, including "Little Nell," "Paul and Florence," "The Fut Boy," "Tiny Tim," "Oliver Twist," and others. The volume is brought out in a neat form, and is timetrated with designs by Eytinge, engraved under the

superintendence of A. V. S. Authory. The last volume of Ticknor & Fields's Diamond Edition of The Complete Works of CHARLES DICKENS, has just been published, containing "The Uncommercial Traveller," with several papers not included in any other American reprint, a number of Christmas Tales, especially collected and revised for this edition by Mr. Dickens himself, and a complete index of characters Introduced in his novels, and a synopsis of the principal incidents. This miniature edition of Dickens is well suited to gratify the popular taste, by its clear, though not os-

tentatious, typography, its next binding, its convenient size, and its low price. With the present finsh of rival editions. Dickens promises to be as common as Shakespeare and Scott in American families, and no book-fancier need be at a loss to choose a copy, though, we believe, the ditions of Ticknor & Fields have an exclusive claim to the express sanction of the author.

Fenian Heroes and Martyrs, edited by JOHN SAVAGE (Patrick Donohue), contains an account of the origin and progress of the Fenian movement, with notices of the persons who have been prominent in its support. It has been completed, with diligence and good udgment, from a great variety of authentic sources, and presents an instructive view of the course of the Irish struggle for nationality from the time of Oliver Cromwell to the present day.

Hyatt's Hand-Book of Grape Culture. by T. HART HYATT (San Francisco: H. H. Bancroft & Co.), is especially devoted to the cultivation of the grape, and the manufacture of wine in the State of California, but also presents a variety of general information on the subject, adapting it to the use of vine-dressers in all parts of the United States. The author brings the results of many years' experience in foreign countries to the preparation of his work, and from his observation in limates similar to that of California, arrives at the conclusion that California is singularly favorable to the culture of the grape, and to all semi-tropical fruits, and that it will hereafter be distinguished as the land of the vine, the fig, the orange, the olive, and the palm. His volume forms a copious, if not a complete manual, on the care of a vineyard, and is enriched with much incidental formation connected with the subject.

Selections from the Kalcrala is the title of a ranslation from the German version of the great national epic of the Finns, by the late Professor John A. PORTER of Yale College, and published by Leypoldt & Holt. The original epic is made up of songs collected from different mouths, and first reduced to unity by Dr. Lönnrott, who for several years devoted himself to the task of writing down the legendary tales which he heard as he wandered from cabin to cabin in the most remote districts of Finland, sitting at the hearth of the peasant and the fisherman. His collection was published a little more than thirty years ago, and at once attracted the attention of European scholars. Successive additions obtained by further researches among the people have been made since that time, until an epic was collected, which, in the opinion of Max Müller, one of the greatest hving authorities on the subject, "possesses merits not dissimilar from those of the Iliad, and will claim its place as the fifth natural epic of the world." The metre of the poem is the same as that of Mr. Longfellow's "Hiawatha," and probably suggested to our gifted countryman the construction of one of his most beautiful works.

The Poetry of Compliment and Courtship. selected and arranged by John Williamson Palmer (Tickner & Fields) is a welcome offering to the lovers of the remantic elements in English poetry. The most fra grant flowers of poetic literature have been culled for the materials of the volume, and few productions of merit in the kind have failed to be recognized by the vigilant and accomplished editor. The contents include selections from the early singers in English verse to the favorite authors of recent times. Comparatively few specimens are given from American poets, although the list contains the names of Longfellow, Parsons, Bryant, Willis, Aldrich, Saxe, Emerson, Lowell, Stoddard, Holmes, and one or two others of inferior note. Mr. Leland's translations from Heine have been freely sed, and materially enhance the interest of the volume The excellent taste and practiced hand of the editor ar constantly betrayed in the sweetness and refinement of ne selections, which are perfumed with an atmosphere of tender passion, with no trace of coarseness or indelicacy. The present volume, it is announced, is the first of special series, devoted to "the life of the family from its founding to its breaking up, through all its fortunes happy or sad, all its ties of kindred and friendship, and ll its homeliest arsociations from the 'Old Oaken Bucket that hangs in the Well' to the 'Big Ha-Bible, and the father's pride," comprising nearly three thousand poems English and translated, most of which have not been introduced in any previous compilation, arranged under the heads of the poetry of "Compliment and Courtship," of Marriage and Offspring," of "Meeting, Parting, and Separation." and of "Bereavement, Condolement, Consolation." Each volume is to form a complete whole in itself, although connected with the others by the order of arrangement, and the unity of the general theme The plan of the work is admirable, and the name of the editor furnishes assurance that it will be admirably exe

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DRESS TRIMMINGS, NEW STYLES.

Velvels, Ribbons, Laves, and Embroderies: French woven at hand-made corsets, \$1.25; the best \$1.25 Kid Gloves, Also, the extented semiless there, and Mus. Josuth's Opera Kids, \$4.1 in its shades. Indies and Misses Underwear, at Klockes, No. 180 and 882 Brondway, near Sineteenth st. reast side.

R. H. MACY,

RIBBONS, LACES, EMBROIDERIES, NOTIONS, FANCY GOODS, HOSLERY GLOVES, LINEN HOKES, CORSETS, WHITE GOODS, HOUSEKEEPING GO

KID GLOVES, &c., AT POPULAR PRICES.

\$30,000 WORTH of ELEGANT VEL-cent reduction. W. B. MACKENZIE, at Storms, Thurber & Co.'s, No. H. O'FARRELL, -CARPETS and FURNI-

to TURK.—Over one million deliars worth offered to the public at to humense service in price, for the next 60 days, at Next 408 and 408 lighth-ave, and around the corner, Next 267, 263, and 271 West Thirty-th's: BEADS of EVERY DESCRIPTION.

B. M. P. BROWN, No. 2003 Broadway, three doors from

A SET of TEETH on DRIED RUBBER, A. B. made and hardened without sulphur and without valentities will be supplied in any quantity on and after Jan. 15, 1803. BROUGH & FAGAN, Managers New-York Dental Rubber Cook

Corporation Motices.

CORPORATION NOTICE,—PUBLIC NO-

2d-For paring 7th stone block from 3d to 5th arenne, with stone blocks.

3d - For paring 7th arens, from 3d to 5th arenne, with stone blocks.

4th For paring with stone blocks 4th arenne, from 3th to 4th streek.

5th For paring 8th arenne, from 2th to 6th arene, with stap block.

6th For paring Hudson afreet, from Canal to 9th arenne, with stone blocks.

7th For paring with Nicolson Parement, Pearl afreet, from Wall to Parkana.

limits embraced by such Assessment include all the several houses The limits embraced by such Assessment include all the several houses and lots of ground, season lots, ploces and parcels of land, situated on lat—Both sides of 130th-street, between 15th and 6th-avenues; also the easterly side of 6th-avenue, between 15th and 136th streets.

2d—Both sides of 6th-avenue, between 15th and 136th streets.

2d—Both sides of 6th-avenue, lot avenues, to the extent of half the block on the intersecting avenues.

3d—Both sides of 6th avenue, from 37th to 63d-streets, to the extent of half the block on the intersecting streets.

5th—Both sides of 6th avenue, from 42d to 50th streets, to the extent of half the block on the intersecting streets.

Sch-Both sides of the avenue, from 42d to 55th streets, to the extent of half the block, either way, on the intersecting attreets.

6th—Both sides of Hudson-street, from Caral-street to 9th avenue, to the extent of half the block on the intersecting streets, also the merth aide of Canal-street, and the wouth aide of Spring street, from Hudson to Reussick; also both sides of fiber-street, from Hedford to Greenwich; also both sides of Grove-street, from Hedford to Hudson street; also both sides of the streets intersecting between Christopher and Bank streets inclusive, from Hleeckers to Greenwich streets; also both sides of Horato, Gamesters to Greenwich street; also both sides of Horato, Gamesters, from 8th avenue to Greenwich-street; also both sides of Horato, Gamesteout, and West 12th and West 15th streets, from 8th core-mylch-street. the Greater of the state of the

from the date of this notice.

JACOB F. OAKLET,

JOHN D. OTTIWELL,

Board of Assessors.

ISAAC O. HUNT,

OFFICE, BOARD OF ASSESSORS, New Court-House, December 31, 1957.

Printing.

WM. EVERDELL'S SONS, No. 104 Fulton-st -STEAM JOB PRINTERS and LABEL MANUPACTUR

RUSSELL'S

AMERICAN STEAM PRINTING HOUSE,

Nos. 28, 30, AND 32 CENTRE-ST.,

Is acknowledged to be one of the most EXTENSIVE, WELL ARRANGED and COMPLETELY FURNISHED

GENERAL PRINTING OFFICES

COMMERCIAL, LEGAL, AND BOOK AND JOE

In this country, where every description of

PRINTING, Is done with accuracy, promptitude, and econor

TWENTY-ONE PRESSES

In constant operation, besides over

YOUR HUNDRED VARIETIES OF TYPE,

Including many new styles from France,

They are prepared to excente everything of a COMMERCIAL or MER CANTILE nature, besides

BOOK AND PAMPHLET WORK,

INCLUDING SERMONS, REPORTS, CATALOGUES, &c., n a manner and at a price not to be excelled in this or any other city. This, combined with their long practical experience and personal so vision over every department of their business, enables them to offer a

REDUCTION IN PRICES

Ocean Steamers.

NORTH AMERICAN STEAMSHIP Co. OPPOSITION TO MONOPOLY.
THROUGH LINE TO CALIFORNIA
will dispatch their new and spleudid Steamships from New-York, from
ther No. 29, North River, foot Warren-et., at noon, at Lower Rates than
any other Line.

Plet No. 23, North River, foot Warrenet, at noon, at Lower Rates than by any other Line.

For Fassage or Freight, over both Rontes, as follows:

JANUARY 25, 1862—Steamship SANTIAGO DE CUBA, connecting with Steamship NEWADA.

FEBRICARY 25, 1863—Steamship DAROTA, connecting with Steamship NEBRASKA.

JANUARY 15, 1863—Steamship DAROTA, connecting with Steamship MOSES TAYLOR.

FEBRICARY 25, 1863—Steamship SAN FRANCISCO, connecting with Steamship MOSES TAYLOR.

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FEBRICARY 15, 1865—Steamship SAN FRANCISCO, connecting w

CHARLES DANA, Vice-President, WM. H. WEBB, President, No. 54 Exchange place. N. Y.

FOR CALIFORNIA VIA PANAMA.

REDUCEB RATES OF FRRIGHT.

The Pacific Mail Steamship Company's cleaner HENRY CHAUNCEY will sail on NATURDAY, Jan. II, at 12 o'clock noon.

Freight received until Friday, at 3 p. occorded noon.

Freight received until Friday, at 3 p. occorded noon.

Freight received until Friday, at 3 p. occorded noon.

Freight Agents P. M. S. S. Co.

Sole Freight Agents P. M. S. S. Co.

Sole Freight Agents P. M. S. S. Co.

STEAM COMMUNICATION BETWEEN

NEW YORK and AUSTRALIA, via PANAMA.—The Panama, New-Zealand, and Australian Royal Mail Company dispatch a steamer on the 24th of each month from Panama to Wellington. N. Z. and the Australian Colonnes, connecting with the steamer of the Facilit Mail Steamship Company leaving New-York for Aspinwall (Colon) on the 11th of each month. Pirst and second class parengers will be conveyed under through ticket at the following rates: Prom New-York to ports in New-Zealand, or to Spucies of Melbourne, 4-340 to 4346 for fast-class, and 4248 to 4343 for second class, payable in United States gold coln.

Special stransurs into the newly-discovered gold regions of Hokitika, New-Zealand.

Arrangements are now completed for issuing through bills of lading.

New-Zealand.

Arrangements are now completed for issuing through bills of lading.

Freight payable here.

For further information application to be made to the Pacific Mail

Steamship Company, No. 36 Wall-st., or to

CHARLISS W. WEST, Agent, No. 23 William-st., N. Y. CHARLES W. WEST, Agent, No. 23 WHIMMOND, N. I.

FOR ST. THOMAS and BRAZIL.

Regular Mail Steamers sailing on the 28d of every month:

NORTH ANERCA. Capt. L. F. TEMERRAN, January 23.

SOUTH ANERCA. Capt. L. F. TEMERRAN, January 23.

SOUTH ANERCA. Capt. E. L. TINSLEFAUGH, February 23.

MISSISSIPPI, Capt. Gro. B. SLOCUM, March 23.

These olegant ateamers sail on schedule time, and call at 8t. Thomas, Pernambure, Bahna, and Rio dr Jasseiro, going and returning. For engagement of freight or passage, apply 10.

W.M. R. GARRISON, Agent. No. 5 Boxling-green, New York.

S. MAIL TO HAVANA—ATLANTIC

MAIL STEAMSHIP COMPANY. Sailing regularly svery
IERSDA1, at 3 we lock p. m., precisely, from Pier Sa. 4, N. R.
MORRO CASTLL. Capt. Richard adams. Jan. 8,
COLUMBIA (apt. E. Van Sloe. Jan. 16,
EaGLE. Capt. M. R. Greene. Jan. 23,
to freight a passage and to the Columbia (1998).

ght or passage apply to GEO. B. HARTSON, President, No. 5. NOTICE IS HEREBY GIVEN—That a contact the ROYAL MAIL S. R. Co., and that the ROYAL MAIL SERVICE between New York and Nassan, Balanna, and Havans, will, on and after the 30th day of January, 1868, be performed by that Company. T. DARLING Commissioners.

B. I. BURNSIDR Commissioners. -U. S. Mail FOR SISAL and VERA CRUZ-

A steamship NIGHTINGALE and san as the steam of TUSNIAY, January 14, at 3 p. m.
For freight or passage apply to
F ALEXANDRE & SONS, No. 44 Beaver st. FOR NEW-ORLEANS DIRECT.—THE

Per freight or passage apple to WM. R. GARRISON, Agent, No. 5 Bowling Green, N. Y.

FOR SAVANNAH, Git.,

BLACK STAR INDEPENDENT LINE.

Steamship THAMES, L. W. Pennington, leaves TURSDAY, Jan. 7.

Steamship MONTGOMERY, Lrow, leaves SATURDAY, Jan. 11,

Steamship HUNTSVILLE, Crowell, leaves SATURDAY, Jan. 12,

at 3 o'clock p. m., from Pier No. 13 North Siver.

At 3 o'clock p. m., from Pier No. 13 North Siver.

ALOWDEN, Agent, No. 89 West-st.

FOR CHARLESTON and FLORIDA PORTS.
ESTABLISHED THROUGH CONNECTIONS WITH THE
SOUTH CAROLINA BAILEOAD. The first-class side when stemming THURSDAY, Jan. 9.
THURSDAY, Jan. 9.
THURSDAY, Jan. 9.
THURSDAY, Jan. 11.
Saperior accommodations for passengers
Through Passage Tickets and Bills of Lading issued in connection with
the South Carolina Railroad to points South and South-West, and with

the South Carolina Rantour to particular to provide the particular to provide free of Commission.

Goods forwarded free of Commission.

Bills of Lading furnished and signed on the plan.

Passenger and freight office. No. 26 Broadway.

NEW-YORK AND CHARLESTON NUFFAMSHIP COMPANY.

NEW-YORK AND CHARLESTON NUFFAMSHIP COMPANY.

NEW-YORK AND CHARLESTON NUFFAMSHIP COMPANY. ONLY DIRECT LINE to FRANCE.
THE GENERAL TRANSATIANTIC COMPANY'S MAIL
FTEANHIPS BETWEEN NEW-YORK AND HAVER, CALLINGind new vestels on this favorite reute for the Continent will r No. 50, North Silver, as follows:

NAPOL. ON 11. Lenurie. NATURDAY. January II
PERRID. Duchesse. SATURDAY. January II
PERRID. Duchesse. SATURDAY January 25
VILLE DB PARIS. Surmont. SATURDAY January 25
VILLE DB PARIS. Surmont. SATURDAY. February 27
PRICE OF PASSAGR in gold (including Wine),
TO BREST OR HAVER.

First Cabin. \$160; Second Cabin. \$25
heluding rathers tickets, fornished on heard,
First Cabin. \$165; Second Cabin. \$36.

These steamers do not describe pass 1527.

Medical attendance for a describe pass 1527.

These strangers do not increased entring page 1957.
Medical attendance free of charge.
American travelers going to or returning from the continent of durope,
the taking the steamers of this Line, a one runnerswary risks from transity
by Engish railways and crossing the changes, besides saving time, trouble
and expense.

GEO. MACKENZIE, Accut. No. 50 Broadwar. STEAM TO LIVERPOOL, CALLING AT

STEAM TO LIVERPOOL, CALLING AT
SQUEENSTOWN.—The lumin lame, under contract with the United
States and British the armonates for carrying the Malle.
CITY OF WASHINGTON SATURDAY, January 21.
CITY OF WASHINGTON SATURDAY, January 22.
CITY OF RALTIMORE. SATURDAY, January 23.
CITY OF REALTIMORE. SATURDAY, January 23.
CITY OF REWINGRES. SATURDAY, January 23.
CITY OF REWINGRES. SATURDAY, January 23.
FINAL
TERSDAY, January 23.
And each succeeding NATURDAY and at rade TUNSDAY, at 1 p. m.,
from For So. 43 North River
From For So. 43 North River
FATABLE IN SOLD.

PATABLE IN SOLD.

FIRST CARIN.

STORY SNORTH IN CURRENCY.

PIRST CARIN.

STORY SNORTH IN TO STORY SNORTH IN CURRENCY.

PIRST CARIN.

STORY SNORTH IN TO STORY SNORTH IN CURRENCY.

PARAGE by the Treatay's steamer—First Cabin, \$0, gookly Steams
Story 30 payable by 15 surreion.

Passengers sine forwarded to Havre, Hamburg, Bremen, &c, it moderate rates.

Steamer Story Snorth Interpool or Queenstown, \$10, currency.
Tickets can be bought here by persons sending for their disead.

For further information, apply at the Company's offices.

CAPETY SPEED, and COMFORT.

SAFETY, SPEED, and COMFORT The favorite passenger strangers of
THE ANCHOR LINE SAIL EVERY SAITURDAT
with massengers for LIVESPOOL, GLASGOW, and DERRY,
IONA Inches with a SATERDAY, January 6,
BRITANNIA, Labelt SAITURDAY, January 6,
HIBERNIA, Murro SATURDAY, January 6,
BRIGOPA, Craig SAITURDAY, January 6,
SATURDAY, January 6,
SAITURDAY, JANUARY 6,
SAITURDAY 6,
SAITU

THE NORTH GERMAN LLOYD

Steamany DEUTSCHLAND, H. Wessels master, carrying the United States mail, will sali from the Bremes pier. Sot of Thirdet, Hobotco, On THURSDAY, January 9, EREMES, VIA SOUTHAMPTON,
TAKUG PASSENGERS TO

don, Harre, Southampton and Bremen at the following rates, payable in gold:

Free abin. 5123

Fecond tabin. 71 Gold.

Third Choin. 52 Gold.

To be figured by the steamably BREMEN II. A. F. Neynaber, master, on Taureday, Januar 16.

For freight or passage apply to OKERICH'S & Co., No. 52 Broad at. Steambouts and Mailronds.

BRISTOL LINE.

The steamers BRISTOL and [PROVIDENCE baving been with drawn for a few weeks, in order to refit and recorder them, the line will be covered by the fast and well-known freight propellers DORIS, which will make their trips on the usual time, and goods will be

H. O. BRIGHS, Gen'l Manager. GRO. W. TIRRS, Preight Agent. CONTINENTAL LINE of STEAMERS.

NEW-YORK TO PROVIDENCE AND BOSTON. Preight taken for PROVIDENCE, BOSTON, LOWISL. NASHUA, WORCES

ER, LAWRENCE, MANCHESTER, CONCORD. WHONSOCKET, TAUNTS ALL PARTS OF NEW-ENGLAND. connecting at PROVIDENCE with the Boston and Providence, and Provi-

deuce and Wercester Railroada.

Goods are forwarded with great dispatch, and entrially handled. RATES ARE ALWAYS LOW. aring Pier No. 30 North River at 4 p. m. on TURSDAYS, THURS DAYS and SATURDAYS. Leave Providence (foot of Benefitst.) at 4.

aculars, rates, &c., apply at the Office on Pier No. 30 North River. E. PHILLIPS, Agent, or to B. BUFFUM, Providence, R. I.

PEOPLE'S LINE FORM ALBANY, and all points West and North, in connection with New-York Cettral Reasselacr and Saratogs, and alhany and finequentions Railroads.

Steamer BREW, Cantain K. J. Mos.

MONDAY, WEDNESDAY, and PRIDAY.

Steamer ST. JOHN, Captain W. H. Caristopher,
TURSDAY, THURSDAY, and SATURIAY,
at 8 p. m., from Pier No. 41 North River, foot of Caudist.

Tickets sold to all points, and begyage the New on dock.

SAFETY, SPEED AND COMFORT. WORCESTER, FALMER, FITCHBURG, FARHUA, LOWELL, CON-CORD, THE WHITE MOUNTAINS AND INTERMEDIATE POINTS.

INTERMEDIATE POINTS.

The new and stanch riseamens of the Norwich time.

CITY OF BOSTON and GITY OF NEW YORK.

leave New York daily (Sundays excepted), at a science p. e., fromPier Ro. 39 North River, foot of Vestry at,

FOR NEW-LONDON.

there connecting with the Steambant Express Train from the above
points, via Norwich and Worcester, Boston and Worcester, Worcested,
and Nashua, and New-London and Northers Railrands.

Freight takes at the lowest rates. For information inquire of

E. S. MARTIN. Agent, on the Pier. FOR NEW HAVEN, HARTFORD, &c. Fare 41. Steamers leave Peckalip for New Haven at 4 p. m. during that Winter. Trains leave New Haven, going North and East, at 11 p. m.

CENTRAL RAILROAD of NEW - JERSEY. —

Passenger and Preight Depot in New York, foot of Liberty etc., connects at Hampton Junction with the Delaware. Leakawanna and Western Railroad, and at Kaston with the Leshigh Valley Lialread and its connection, forming a direct line to Pittsburgh and the West, without change of

Railroad, and at Easton with the Lehigh Valley Railroad and its connectants.

ALLENTOWN LINE TO THE WEST.

Three Express Trains daily for the West, except Sandays, when one train in the evening.

Sixty miles and three bours saved by this line to Chicago, Cincinnatif, St. Louis, &c., with but one change of cars.

Commending Nov. 25, 1865—Leave New viru as follows:

6:30 a. m.—Ver Raston, Bethieben, Mauch Chank, Williamsport, Wilkesbarre, Mashany City, &c., S. 1865—Leave New viru as follows:

6:30 a. m.—Wer-Train for Flemington, Junction, Strondsburg, Water Gan, Scranton, Kingston, Pitston, Great Bend, &c., St. 1865—Leave Sanday, Allentown, Harrisburg, Pittsburgh, and the West without change of cars to thicknash or Colombo, and but one change to Ne Louis. Connects at Harrisburg with Notthera Central and Polis, and Eric Roads, for Eric and the Of Regions. Connects at Junction with Bell, Lack., and Western Railroad.

12 m.—Tharn—For Easton, Allentown, Manch Chunk, Wiltesbarre, Reading, Columbia, Lamenster, Ephrata, Litu, Pottsville, Harrisburg, &c., 2p. m.—For Somerville.

4 p. m.—For Easton.

5 p. m.—For Somerville.

4 p. m.—For Somerville.

5 p. m.—For Somerville and Flemington.

5 to p. m.—For Somerville.

5 p. m.—For Somerville.

5 p. m.—For Somerville.

7 p. m.—For Somerville.

8 p. m.—For Somerville.

10 p. m.—For Somerville.

11 p. m.—For Somerville.

12 p. m.—For Somerville.

13 p. m.—For Somerville.

14 p. m.—For Somerville.

15 p. m.—For Somerville.

16 p. m.—For Somerville.

17 p. m.—For Somerville.

18 p. m.—For Somerville.

19 p. m.—For Somerville.

20 p. m.—For Somerville.

21 p. m.—For Somerville.

22 p. m.—For Somerville.

23 p. m.—For Somerville.

24 p. m.—For Somerville.

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27 p. m.—For Somerville.

28 p. m.—For Somerville.

29 p. m.—For Somerville.

20 p. m.—For Somerville.

20 p. m.—For Somerville.

21 p. m.—For Somerville.

22 p. m.—For Somerville.

23 p. m.—For Somerville.

24 p. m.—For Somerville.

25 p. m.—For Somerville.

26 p. m.—For Somerv

ERIE RAILWAY.—Trains leave Depot foot of Chambers-st. Paronis Ferry: 5:00 a. m. Day Express for Rochester, Buffals, Salamanes, Dunkirk, and all points West and South.

8:00 a. m. Day Express for Rochester, and all points West and South.
8:20 a. m., Way Train, daily for Otisville and intermediate stations.
10:90 a. m., Express Mail, for Buffale, Selamanca, Dunkirk, and all points West and South.

2:00 a. m., Way Train, for Middletown and intermediate stations.
4:20 p. m., Way Express, stopping only at Stational Junction, Targett, and stational west of Flurner's to Fort Javis, Newburgh, and Waystational west of Flurner's to Fort Javis, Newburgh, and Waystational west of Flurner's to Fort Javis, Newburgh, and Way-2.00 p. m., War Train, for Soffern and Informediate stations.
2.00 p. m. Night Express, for Rockester, Buffale, Salamanea,
5.00 p. m., War Train for Soffern and totermediate stations.
5.00 p. m., War Train for Soffern and totermediate stations.
5.00 p. m., Myeb Express, daily for Rockesser, Buffale, Salamanea,
5.00 p. m., Might Express, daily for Rockesser, Buffale, Salamanea,
5.00 p. m., Migrath West and South. By this train ainciping constant
will use through to Cincinnate without change.
2.00 p. m., Kmigrath Train, daily, for the Wort.
Also Way Trains for Boiling Spring, Passade, and Paterson at 6.63and 5715 a. m., 12 m., and 1:55, 400, 5:45, and U.p. m. On WEDSKSDAT NIGHTS a Theater Train at 12 o'clock for Suffern and interseculate
stations.

SUNDAY TRAINS.—8:20 a. m., Way Train for Cutaville: 12 m. and 3:30 p. m., for Paternon; e. 27 p. m., Night Express for Dunkirk, Buffale, Sachrester, Salamanca, and all points West and South, 11 p. m., for Paternon and Port Jerris.

Kipress Trains run through to Salamanca. Dunkirk, and Buffale without change of Coaches, and in direct connection with all Southern and Western them.

Perfectly Ventilated and Luxurious Sleeping Coaches accompany the Night Trains.

Tickets can be obtained at the Company's offices—No. 241 Broadway—Denot foot of Chambern-st., New-York, and Lung Dock Depot, Jerry City.

W. R. Barrs. Gen'l Pass. Accol.

WE. R. BARR, Gen'l Pass. Agent. HUDSON RIVER AND HARLEM RAIL-Tests are, through to Bengie and Suspension Bridge, Ruthand, Burlington, and the North.

10 a.m. Express train via Hudson River Railroad, connecting at Albany with trains for the West, and at Tree with trains for the North.

11 a.m. Express train via Hariem Railroad, for the North.

11 a.m. Express train, via Hariem Railroad, Twenty-stubed, and Fourth-ave., connecting at Challam with Western Railroad for Lebiane. Springs, Pittsfield, &c.; at Albany with Western Railroad for Lebiane. Springs, Pittsfield, &c.; at Albany with Western Railroad, connecting at Albany with Western trains, and at Troy with Irains for Mourteal, with alseeping car attacked.

3:10 p. m. Express train via Hariem Railroad, connecting at Albany with Western trains. Sheeping cars attacked at Albany with Western trains. Sheeping cars attacked at Albany.

6:30 p. m. Express train via Hadaon River Railroad, with elecping carnotteched, and through to Buffalo and Soupenston Bridge without change of care. Also elecping car avery day, excepting Saurairas, attached form New York through to Ogdensburg, without change, via Rome, W. and O. Railroad. Connection for Troy with tended to Railroad. Rome River Railroad, with sleeping cars attached, annexing at Albany with early trains for Buffalo and Suspension Bridge, and at Troy with trains for Saraiora and poliule North.

A Sanday train with early trains for Buffalo and Suspension Bridge, and at Troy with trains for Saraiora and poliule North.

A Sanday train with early trains for Railroad, from New York at 9 a.m. Returning, leave Poughkeepine at 9 p.m., arraying in New York at 16 to 10 p.m. Returning, leave Poughkeepine at 2 p.m., arraying in New York at 16 to 10 p.m. Returning, leave Poughkeepine at 2 p.m., arraying to New York at 16 to 10 p.m. Returning, leave Poughkeepine at 2 p.m., arraying to New York at 16 p.m. Returning, leave Poughkeepine at 2 p.m., arraying to New York at 16 p.m. Returning, leave Poughkeepine at 2 p.m., arraying to New York at 16 p.m. Returning leave Poughkeepine at 2 p.m., array

6:40.
Also, a Sunday train, via Harlem Railroad, leaving Forty second at at 9.
a. m. and arriving at Millerton at 3:40 p. m. Returning, leaves Millerton at 4:30 p. m., arriving at New York at 12 m.
WM. H. VANDERBILT, Vice-President HOUSATONIC RAILROAD.-WINTER AB-

Commencing MONDAY, Nov. 25, 1867.
Two Through Trains Daily. Connecting with New-York and Boston Express Lines.

Leave Bridgeport at 10:30 s. m. and 5:35 p. m.

Leave Pittsheid at 9 a. n. and 5 p. m.

J. II. STRONG, Superintendent. LONG ISLAND RAILROAD Winter Arrangement—Change of Time—Leave James slip: 8 a m. Mail train for Greenport and all way-stations, [connecting at Miscola with trains for Glen Cove and Hempstead. 11 a. m., Srosset passenger train, and all way-stations. 2 p. m., Express train for River Head. 4 p. m. Srosset and Glen Cove passenger train, and all way-stations. 5 p. m. Farmingdale and Hempstead passenger train, and for North Islin. Salar fars unly.

Sonday Recursion Train leaves Hunter's Point at 9:15 a. m.; arrives it Hunter's Point at 4:40 p. m. To take effect Nov. 4, 1807.

1. D. BARTON, Superintendent

NEW-YORK and NEW-HAVEN RAILROAD.

SUMMER ARRANGEMENT.

SUMMER ARRANGEMENT. Passenger Station in New-York, corner Twenty-seventh-st and 'Pearle ave. Entrance on Twenty-seventh-st.

TRAINS LEAVE NEW YORK:

For New-Haven and Bruigsport, 7.00, 8.00 (Ex.), 11.30 a. m.; 12.35 (Ex.), 3.00 (Ex.), 3.43, 4.30 and 8.00 (Ex.) p. m.

For Mirror, Strattore, Fairfield, Southport and Westport, 7.00, 11.30 a. m.; 3.45, 4.30 p. m.

For New-Right, 7.00, 8.00 (Ex.), 8.00, 11.30 a. m.; 12.15 (Ex.), 3.00 (Ex.), 7.00, 11.30 a. m.; 12.15 (Ex.), 3.00 (Ex.), 8.00 (Ex.), 9.00 a. m.; 12.15 (Ex.), 3.00 (Ex.), 7.00, 11.30 a. m.; 12.15 (Ex.), 3.00 (Ex.), 8.00 (Ex.), 9.00 (Ex.) 2.45, 4.30, (Kr.) 5.30, 5.00 (Kr.) p. m. For Darien, 7.00, 9.00, 14.0 z. m.; 2.45, 4.30, 5.30 p. m. For Stamfors, 7.00 8.00 (Et.), 2.00, 11.30 a. m.; 12.15 (Ex.), 2.15, 139 (Kr.), 3.45, 4.30 (Kr.), 4.49, 5.30, 6.30, 8.00 (Et.), 5. m. For Greenande and Intermediate stations, 7.00, 8.00, 11.30 a. m.; 2.55

For tirrenatch and intermediate stations, 7:00, 8:00, 11.50 ± 2.45, 4:05, 5:29, 6:30 p. m.

CONNECTING TRAINS.

For Boston, via Springfield, 8:00 a. m. (Ex.), 100 f. Mr.), 2:00 p. m.

For Boston, via Shore Line, 12.15 (Ex.), 8:00 p. m.

For Hartford and Springfield, 2:00 a. m. (Ex.), 12.15, 2:00 (Ex.), 120 For Councettent River Railroad, 8.00 a. m. (Rr.), 12.15 p. m. to Mortical, 2.00 p. m. to Northempton.

For Hartford, Providence and Pishkill Railroad, 8.00 (Rr.) a. m., 12.55 For New Raven, New-London and Stonington Ratiroad at 8.00 a For New Harrs, Per Louis P. 12, 15, 20, 0, 20 p. m. For Canal Railroad, 12, 15 p. m. to Northampton. For Hauratouic Railroad, 2,00 a. m., 2,00 p. m. For Nangatack Railroad, 2,00 a. m., 2,00 p. m. For Daubury and Norwalk Railroad, 2,00 a. m., 4,30 p. m. For Daubury and Norwalk Railroad, 2,00 p. m. train. Commodious Sceeping Care attached to 2,00 p. m. train.

Commonous Sceping Cara attached to SIAMES H. HOYT. Sast.

SOUTHSIDE RAILROAD OF L. I.—(WINTER ARRANGEMENTS:)
Leave James's-sip, N. Y., at 9 a. m., via L. I. Rallroad, to Jama. In, for
Reiving and all way-stations.
Leave James's-sip, N. Y., at 9 m., via L. I. Rallroad, to Jamaica,
Leave James's-sip, N. Y., at 2 p. m., via L. I. Rallroad, to Jamaica,
for Habrion and all way-stations.
Leave James's-sip, N. Y., at 2 p. m., via L. I. Rallroad, to Jamaica,
for Habrion and all way-stations and all way-stations, conserving mineral states of the property of the states of the s

To take effect Nov 4, 1867. gurniture.

AT GRIFFEN & PAYNE", No. 181 Canal-st. PAYNE'S PATENT SECRETARY BED. BURKAU BED, SIDEBOARD BED.

BEDROOM ENAMELED FURNITURE of Ler Suites, plain and ernamental, at H. F. FARRINGTON's, No. 30